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JAMES GORDON BENNETT,
PROPRIETOR.

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44TH YEAR.—NO. 316

AMUSEMENTS TO-DAY AND EVENING.

- DALY'S THEATRE—WIKES. Matinee.
- THALIA THEATRE—MARRIAGE. Matinee.
- FIFTH AVENUE THEATRE—THE PICTURE. Matinee.
- ACADEMY OF MUSIC—ROBERTO. Matinee.
- NIRLO'S GARDEN—REVENGE. Matinee.
- HAYES'S THEATRE—TOMMY. Matinee.
- BROADWAY OPERA HOUSE—PIANOFORTE. Matinee.
- AMERICAN THEATRE—SAVED FROM THE WATER. Matinee.
- AMERICAN THEATRE—PATENT. Matinee.
- WALLACK'S—OUR GIRL. Matinee.
- LENT'S NEW YORK CIRCUS—Matinee.
- AMERICAN INSTITUTE—EXHIBITION. Matinee.
- GRAND OPERA HOUSE—HARLEY. Matinee.
- UNION SQUARE THEATRE—FRENCH FLAIR. Matinee.
- STANDARD THEATRE—H. M. S. PIANOFORTE. Matinee.
- GERMANIA THEATRE—WOLFGANG. Matinee.
- ABBEY'S PARK THEATRE—FRUIT IN IRVING. Matinee.
- SAN FRANCISCO MINSTRELS—MUD SCOW PIANOFORTE. Matinee.
- TONY PASTOR'S THEATRE—VARIETY. Matinee.
- COMIQUE—MULLIGAN GUARD CHOWDER. Matinee.
- AMERICAN DIME MUSEUM—CHRISTIANITY. Matinee.
- ATHLETIC—BROOKLYN—PIANOFORTE. Matinee.

TRIPLE SHEET.

NEW YORK, WEDNESDAY, NOVEMBER 12, 1879.

The probabilities are that the weather in New York and its vicinity to-day will be cloudy and warm, with rain in the morning followed by clearing. To-morrow it will be slightly cooler and fair.

WALL STREET YESTERDAY.—Stocks were remarkably active and buoyant. Money on call loaned at 3 and 4 per cent. Government bonds were firm, States debt and railways active and higher. Foreign exchange was dull at unchanged rates.

SOME THRILLING STORIES of perils by storm and sea appear to-day.

A MAN WHO WALKED yesterday on the Erie track is to be buried in two pieces.

SENATOR CARPENTER has been donning the robes of Cassandra; read "Political Storm Signals."

THE GREENFIELD MURDER case, or the alleged new evidence for the defence, takes a complexion different from that of the very latest affidavits.

STIRLING ROMANCE has not had within a generation a more consistent figure than Abd-el-Kader, of whom we publish to-day an obituary sketch.

SENATOR EDMUNDS anticipates a new inflation movement in Congress. Very probably he is right. Constituencies occasionally mistake the Capitol for a lunatic asylum.

A MAN WAS KILLED in California several days ago for slandering a lady. The Golden State is evidently not a safe place for a certain class of young New Yorkers to emigrate to.

THE END OF THE WORLD is prophesied for to-morrow. Should it happen, what a hubbub there will be in the coming life over the eternally unsettled question of the Lieutenant Governorship!

THE LATEST NOMINEE for Commissioner Wheeler's place is a successful business man, who has never held office. Imagine the disgust of the Aldermen! His rejection is a foregone conclusion.

PREPARATIONS for the International Dairy Fair are being made, and the general public would take great interest in the matter if the most valuable prize were offered for an infallible lactometer for family use.

Nearly Two Millions more of foreign gold arrived yesterday to inflate the currency of the nation. "The Greenback Must Go" would be a good party cry, on the strength of this and scores of similar recent importations.

ABOUT FIVE MILLION passengers were carried by the "L" roads in October, the excess of receipts over expenditures being about one and a half times as much as the expenditures themselves. No wonder the public consider five cents enough for a fare at any and all hours.

OUTSIDE SPECULATION seems to be what compelled the downfall of the great Chicago dry goods house whose creditors met in New York yesterday. It is the old story. Business men in trouble are always tempted to trust to luck, and when they yield they always disappoint their creditors and lose what they might have paid.

THE POSSIBILITY of that oft-deferred Haman-Courtesy race change as often and peculiarly as those of the weather. The latest is that the men will row at Washington early in December, but between now and then there is time to build and saw half a dozen boats, get one or another man sick, find fault with Washington water, and, finally, to wreck a train with one or both principals on board. Political intrigue seems childlike and open-hearted when compared with professional rowing by first class men.

THE WEATHER.—The influence of the disturbance that is moving over the lake regions extends over all the northern portion of the country from the Rocky Mountains to the New England coast. The pressure near its centre is decreasing steadily and it is likely to develop storm energy when passing through the St. Lawrence Valley and New England districts. The barometer continues highest on the Middle and South Atlantic coasts, but will fall to-day in the first mentioned districts. Rain fell over nearly all the territory east of the Rocky Mountains, except on the South Atlantic coast, where the weather was generally fair. The temperature has risen in all the districts. The winds have been from fresh to brisk in the lake regions and light elsewhere. The weather over the British Islands is fine, but steep gradients for westerly winds are forming. The weather in New York and its vicinity to-day will be cloudy and warm, with rain in the morning followed by clearing. To-morrow it will be slightly cooler and fair.

Improvement of Our Navigable Waters.

There will be found in another column a full summary of Colonel Newton's annual report sent to the Chief of the Bureau of Engineers for transmission to Congress. Colonel Newton has so long been in charge of the improvements in the navigable waters which surround our city and has discharged his duties with such admirable ability and fidelity that he has come to be regarded as the highest authority on all questions connected with this important subject. During the present year nothing has been accomplished so striking and brilliant as the mining and explosion of the Hell Gate rocks; but great engineering feats of that kind are not to be expected as a part of the everyday routine of Colonel Newton's work. The report shows that he has not been inactive. He has been laying, with great diligence, the foundation for progress next year in breaking up the remaining reefs and deepening to the prescribed twenty-six feet the channel of communication between New York Harbor and Long Island Sound. The original estimate for these improvements was \$5,139,120, of which \$2,538,200 has already been appropriated, and \$2,084,711 actually expended. Only \$197,975 has been expended during the year preceding the date of the report, leaving on hand for future work \$330,989. The estimate for the next fiscal year is \$450,000. The total amount required for the completion of the improvement is \$2,615,078. When the work is done vessels of the deepest draught may seek the ocean through the Sound with as much safety as through the Narrows.

For the last year or two our citizens have felt a deep interest in the projected cut or canal for connecting the Hudson and Harlem rivers. Money enough has been appropriated by Congress for a vigorous beginning, but none of it can as yet be touched owing to difficulties connected with the right of way. Congress appropriated \$300,000 toward this canal in 1878 and added \$100,000 at the last session, making \$400,000 available for immediate use as soon as preliminaries are settled. The hitch lies in a proviso attached to the appropriation forbidding the expenditure of any of the money until the right of way is secured to the United States free of expense.

There seemed at first a vague expectation that the owners of the adjacent property would make a voluntary gift of the strip required for the bed of the canal. This vain expectation has been the source of delay. It is hardly in human nature to give what can be sold. Although the adjoining property was sure to be benefited, each owner would not be benefited in proportion to his gift, and the greatest benefit would in many instances fall to neighboring owners who should give nothing; as, for example, when a man's boundary just touched the edge of the canal on one side, the whole excavation being made from the land of his neighbor. Other obstacles were encountered, which did not arise out of the mere will of owners. It was found that a portion of the property is held in trust for minors and that the trustees have no legal right to alienate it. Colonel Newton had the land all surveyed and a map prepared, and he addressed a letter to each owner or his legal representative. The responses were so very few as to convince him that there was no chance of acquiring the right of way by that method, although the adjoining property would be benefited ten times the value of the solicited gift.

Nothing then remained but to apply to the Legislature of the State for authority to take the land for public use, with proper compensation to the owners. This is what should have been done at the outset as a means of avoiding delay. Neither the State nor the city will have to pay any damages, since it is simple justice to assess the value of the land taken on the neighboring owners, whose property will be enhanced far beyond the amount of their assessments. All that is required of the State is the grant of authority and an equitable estimate of damages and distribution of assessments. This the Legislature has provided for. By an act passed last May authority is given to the Supreme Court to appoint commissioners for making the necessary appraisements and assessments, the assessments being required to be sufficient to compensate the owners of the property taken and to defray all the expenses of the proceedings. Since the passage of this act further surveys have been made, and maps are in preparation with detailed descriptions of every piece of property in any way affected by the proposed cut, to be submitted to the Supreme Court. This is requisite before the commissioners can be appointed. The estimated cost of the cut is a little more than two million dollars for a channel fifteen feet in depth.

Another subject discussed by Colonel Newton in his report is the expediency of constructing breakwaters in the vicinity of Rockaway and Ooney Island to diminish the violence of the waves and facilitate entrance to the harbor in storms of great severity, and also the construction of harbors of refuge along the coast of New Jersey and the south shore of Long Island. Some times will probably pass before these works are undertaken; but the Hell Gate improvement and the Harlem canal will be pushed forward with vigor in 1880 and the following years.

When the magnificent things which have been done for New York by the hand of nature are properly supplemented by engineering art and mercantile enterprise this city will be the finest seat of commerce on the face of the globe. After the completion of the canal the whole circuit of the island will be washed by navigable water, affording more dock room in proportion to its size than can ever be possessed by any other city. But besides the continuous shores of the island we have other facilities for the construction of docks rivaling those of any other port, London, Liverpool, Philadelphia, Baltimore and New Orleans stand inland upon rivers, of which the two banks are the only available sites for docks. Now, even apart from the entire circumference of our island which is stretched out to make a large extent of shore in propor-

tion to its area, we have greater dock facilities than any of those cities. From Buttermilk Channel to Hell Gate on the Long Island shore, from the Kill von Kull to the oil docks above Hoboken, on the Jersey shore, we have an amount of water front equal to that of any other port, and all this in addition to the circuitous water front of the island. For the purposes of local taxation we naturally wish to gather as much property as we can within the city; but with reference to the broader question of the commercial greatness of this favored site all these clustering cities are one. They all bring trade to this harbor; they all supply customers to the merchants of New York; they all add to the vast mass of foreign and domestic commerce of which this is the centre, and all tend to maintain and strengthen the supremacy of these surrounding waters in the amount of shipping which gives life and decoration to their surface.

No other great city has such advantages for withstanding the shock of foreign wars. If our harbor were blockaded by a hostile fleet we should still have access to the ocean through the Sound. Nature has done for us all that nature can do for any site of commerce; the government is doing all we can reasonably ask in removing the few obstructions; it only remains for our citizens to exercise foresight, energy and public spirit to make New York the chosen centre and chief seat of commerce for all trading nations.

Passengers for New Orleans.

None of the official stalwart republican orators volunteers to take passage for New Orleans and repeat there the speeches with which he has been firing the Northern hearth. President Hayes' Secretaries all are busy preparing for the coming session of Congress, and the friends of stalwart Senators like Mr. Conkling and Mr. Blaine make equally plausible excuses in their behalf. The republican canvass in Louisiana bids fair to be lost by default. Under these circumstances we appeal to Mr. Edwards Pierpont to pack his trunk for the Crescent City. Mr. Pierpont made as powerfully stalwart a speech as was heard here during the New York campaign. He averred that a new civil war is probable if the democrats elect the next President. Now, the vote of Louisiana, if secured to the republicans, may avert such a calamity. It would break the line of the solid South. It would make it necessary for the democrats to carry another Northern State besides New York and Indiana in order to elect a President. Mr. Pierpont has no official excuses for staying at home this month, like Secretaries and Senators. Ever since his return from the British mission his occupations have been those of a gentleman of elegant leisure. New Orleans is perfectly healthy at this season of the year, and the route to it is easy and agreeable. A terrible responsibility rests upon Mr. Pierpont. If the democrats do elect the next President, and civil war, according to his theory, does ensue, how can he ever reconcile to his own conscience or explain to his fellow citizens his neglect to avert so dreadful a result by going down to one of the most charming cities on the continent at the pleasant season of the year and helping to save Louisiana to the republicans by a few powerful stalwart speeches of the same sort he delivered here last month in the Cooper Union?

Imperium et Libertas.

Earl Beaconsfield's assertion that the Roman motto, "Imperium et Libertas," is one on which his Ministry will always rest, must be construed by the way in which it has always acted. So interpreted, by the selfish conduct of England in every quarter of the globe, there can be no doubt that it reads, "The Empire first and liberty afterward"—a colloquialism of ideas which makes the phrase "words of delusion and folly" even more than that which Daniel Webster styled so in his reply to Hayne. The greatness of the Roman historians framed a maxim which applies aptly to Earl Beaconsfield's real conception of the relations of empire to liberty. "Imperium flagit acqvisitum nemo unquam bonis artibus exercevit," declared Tacitus—"No one ever employed for good purposes imperial power guiltily acquired." The word "liberty" on Earl Beaconsfield's tongue, when one thinks of his career, brings irresistibly to mind Dean Swift's satire on the heraldic motto of another eminent Englishman, which ran, "Libertas et natale solum." "Fine words," added the Dean, completing the couplet, "fine words—I wonder where you stole 'em."

The "L" Railroad Fares.

It is asserted again that the "L" railroad directors are inflexibly opposed to an extension of the low fare hours morning and evening; that they mean to make no change whatever from their present system. We are sorry for it, for their sake no less than for the sake of the public. If this is their final determination it insures a renewal of the attempt to legislate at Albany, which found such favor there last winter when a bill for a uniform reduction of the fares to five cents was passed by the Assembly and smothered in the Railroad Committee of the Senate. It is doubtful whether any party in interest will be benefited by transferring this subject to the Legislature and the lobby, but certainly the "L" railroad companies cannot be. If they can avoid such recourse by moderate and timely concessions to the public desires it is highly politic for them to do so. Certain facts are undeniable, and among them these:—First, that it is inequitable to charge the same rate of fare for transportation without reference to distance, if it is a rate which is practically capable of subdivision, and ten cents is such a rate; and second, that travel is so concentrated into the present five cent hours, morning and evening, that during a portion of them the east side road especially is incapable of serving the public with proper comfort. It is an immensely valuable franchise which the people have granted to the "L" railroad companies, and there should be corresponding accommodation. If the system pursued by the railroad managers needs to be amended for the public safety and convenience, so as to prevent the overloading

of trains at any hour of the day, they had much better volunteer the amendment themselves than provoke an appeal to the Legislature.

Russian Opinion on England.

National irritation, as exhibited in newspaper articles, seems to have gone very far in Russia under the provocation of the recent English utterances with regard to Turkey. Declarations are made as to what act on the part of England would be regarded as a *cassus belli* by Russia; as to the likelihood of resistance on the part of Russia if England should undertake to enforce her threats of coercion, and even as to the desirability of a war in Europe rather than in Asia. Imaginations must be somewhat heated when the various aspects of possible hostility are so freely presented for public consideration. It is a point of some interest, moreover, that the Russian government, which has just overhauled the press for its too free handling of the foreign relations of the Empire, does not specifically object to these bellicose forecasts. On the contrary, the same communication which forbids discussion of the relations of Russia with France, Germany and Austria permits it as to those with England. It can scarcely be thought strange that England's proposition to force by military measures the adoption of certain reforms in Turkey should excite the Russians when it is remembered how England always received analogous propositions in the days when they were an element of public discussion in Russia. In those days Turkey was sacred in the eyes of England. It was forbidden to touch her. Her integrity was guaranteed by general treaties. Her integrity is just as positively guaranteed now, yet England seems to assume a divine right to set aside any guarantees that are inconvenient from a British point of view. Guarantees were good to restrain Russia; they must not be counted as against England. That is the tone in which the British Foreign Office seems to reason on this point; and it would be strange enough if the Russians did not violently object to the pretension that England is free to do what was not permitted to Russia.

The Motive of Murder.

Whenever half a dozen murders come to the public knowledge in rapid succession there always arises a demand for a more rigorous application of the halter. It makes no difference if they occurred in widely different classes of society or in widely remote sections of the country and were bunched by the telegraph, nor is any effort made to analyze the facts and see if they afford direct proof of connection between the perpetration of the crime and the laxity of the execution of the death penalty. Such a connection is blindly inferred or rather assumed, and a savage cry is raised for more hangings for the public security. We hear such a cry from many quarters in consequence of the extraordinary group of murders that happened last week and divided popular interest with the elections.

Without undertaking to discuss the morality or the expediency of capital punishment, we doubt whether the fear of hanging as distinguished from the fear of a lesser penalty has any appreciable influence upon the frequency of murders. That is to say, we doubt whether the cry for more hangings for the public security does not depend upon a false inference or assumption. The motive of murder has its origin either in very hot temper or in very cool calculation. If in the former, the passion obscures the consciousness of any penalty; and if in the latter, it is equally indifferent what the penalty is, for the criminal reckons upon escaping detection. Catharine Madill's husband, who shot his wife at their home in Oliver street last week, in rage at discovering what he regarded as evidence of her infidelity, would not have pulled the trigger a second quicker if capital punishment did not exist in New York; and it is inconceivable that the clergyman Hayden, now on trial at New Haven for poisoning Mary Stannard, if he is indeed guilty, would have been any less ingenious and careful in obliterating the traces of his crime if hanging were not practised in Connecticut. There is a practical test of this matter—the most practical test possible, it being pecuniary. If the insecurity of life were appreciably greater in States where capital punishment has been abolished, or where the execution of the death penalty is lax, it ought to show itself in the rates of life insurance. But we know that it does not.

If we are correct in this disbelief of the deterrent influence of the death penalty upon the crime of murder, it follows that the spasmodic cries for more hangings, in which the community indulges itself from time to time, are as irrational as they are savage. We trust more to gentle social influences for the abatement of all crimes of violence than we do to the terrors of the law. Among coarse and ignorant men and women blows and bruises are as common as meals or sleep. Higher up in the social scale they disappear among women almost entirely, and among gentlemen a blow ceases to be intended for the infliction of a hurt and is limited to the conveyance of an insult. As mankind becomes better educated, more civil and gentle in its intercourse, the ingenuity of its crimes, to be sure, increases, but not to such an extent as to counterbalance this decrease in their brutality.

Steam in the Pilot Service.

Within a few days one of the pilot boats regularly on duty at this port is to be replaced by a steamer; and though this fact is a revolutionary one in its way we do not see that there is any fair ground of objection to this sort of revolution in the nineteenth century. Pilot boats are replaced from time to time as they get old or unseaworthy—for these or any other satisfactory reasons—by boats more to the mind of those who sail them, and this is a substitution of that nature. As to the fact that the substituted boat is a steamer was not made years ago. On these simple facts we do not see that the case presents any great puzzle for the Pilot Commissioners, and we suppose these facts include all that is before them in regard to this

boat. But the Commissioners have refused to consent to the use of a steamer for this purpose. They have the necessary authority to do this. They may annul the license of any pilot not attached "to a boat approved of by the Board," and are thus judges of the fitness of boats. Doubtless they have taken this action upon the ground that the boat thus introduced is to be made the basis of a new system of employment of pilots in the interests of the large steamship companies. That is entirely a different subject from the simple introduction of steam, and one that, if the story is true, will afford fair ground of action on the part of the Commissioners whose duty it is to watch over our commercial welfare with especial reference to this point.

The Seventh Regiment Fair.

On Monday next the Seventh regiment fair, for the purpose of raising funds to pay off the debt contracted in building the new armory, will be opened with interesting ceremonies, in which it is believed President Hayes will take part. The well wishers of this finely disciplined New York militia regiment, including, as they do, the entire population, will then have an opportunity to testify to their appreciation in a substantial way. Admirable as has been and is the organization of this pet regiment, and delighted as our citizens are to gather in crowds to witness the soldierly neatness of its equipments, the swing with which it marches and the precision of its evolutions, there is one patriotic feature in the history of the Seventh which must not be forgotten. It has often been said that during the late civil war it was not engaged in any battle, but if not a fighting integer it sent more trained and skilled officers to the front in command of other bodies of troops than any other militia regiment in the Union. Hence its roll of honor takes unique proportions, and it is not too much to say that in its records will be found enough commissioned officers who made their mark in battle to have offered a full score of regiments. This is a high claim to recognition, and should be remembered in addition to the other claims put forward on behalf of the Seventh. Bearing all in mind, we have full confidence that when the doors of the new armory on Lexington avenue at Sixty-sixth street are thrown open next Monday New York will be there, impatient to help the gallant boys to a debt-free home. What cunning devices for the extraction of the desired dollars are in preparation, what tempting ways the fancy fair articles will be fastened, what a galaxy of beauty and fashion will preside at the tables to bid the money dance out of even tightly closed pockets, so that its mere metallic sheen may match itself against the glitter of bewitching eyes, we do not purpose stating here. The details will be duly revealed and the city will respond.

The Elevated Railroad Decision.

Mr. Rufus Story, owner of the warehouses Nos. 7 and 9 Front street, sued more than two years ago for an injunction by the Court of Common Pleas restraining the New York Elevated Railroad Company from building their road opposite his premises. The case was argued before the late Judge Robinson, who decided against the complainant. Mr. Story appealed, and the case has been decided by the full bench of Common Pleas affirming the judgment rendered in October, 1877.

Mr. Story rested his case upon the narrow ground that in purchasing his property he acquired the right of ownership to the middle of the street, subject only to its use for ordinary street purposes. He claimed that as he has a right to excavate vaults under the street to its middle line, so he has an equal right to the space above, except that part of it which is necessary for the passage of vehicles. The Court decides against this claim, holding that the street is property held by the city in trust for public use, and that no adjacent owner has any claim to a compensation for a use which is authorized by the Legislature with the consent of the city for general advantage. The owner has no other rights in the street than the common right of travel and passage possessed by every other citizen. Judge Van Brunt, who concurs in this decision, wrote a separate opinion intimating that had the suit been brought on other grounds it ought to have been successful. While he concedes that Mr. Story did not purchase any part of the street he maintains that no court has yet made any decision inconsistent with a claim that the buyer of property on a street line purchases a right to light and air. But the decisions have thus far been so uniformly in favor of the roads in every suit that we fear nobody will be encouraged by Judge Van Brunt's view to incur the risk of heavy costs by bringing a suit on the basis which he suggests. If some thirty or forty owners would share the expense of a suit to test his right to "light and air," it might be found whether there is a penetrable joint in the legal armor of the roads.

PERSONAL INTELLIGENCE.

Baron von Ende, of Germany, is at the Westminster Hotel.
A critic advises young sopranos to beware of that vicious tremolo.
Mark Twain will go to Chicago to meet Grant and make a tunny speech.
Florida reports that some time it will liberally supply the North with strawberries in midwinter.
Are the government carriages used for the benefit of employes in the Post Department at Washington?
The London World calls the Saturday Review a fangless wolf nowadays, muzzling its bones in obscurity.
Governor Lucius Robinson and Colonel David C. Robinson arrived from Albany last evening and are at the St. James Hotel.
Secretary Schurz and Attorney General Devens are far from being extravagant in their use of government property for private benefit.
While General Grant has been away his house at Galena, Ill., has been occupied by an old Union soldier and the aged wife of the soldier.
A democratic member of Congress from the North will introduce and push a bill for a reduction of the President's salary to the old figure, \$25,000.
Senator Blaine will doubtless take part in the political campaign in Louisiana, to which State all politicians, including Mr. Tilden, are anxiously looking.
The President is about to begin the writing of his

annual message. The Cabinet members are hard at work on their reports, which will be finished this week.

Boil rice, shake it in a sieve or colander until it is dry, and serve it with strained tomatoes and grated cheese poured over it while it is hot, so that they will melt.

Senator Don Cameron and wife will remain in Cleveland, the former residence of the lady, for several days, and then try the raw and disgusting weather of Chicago.

A Denver paper says that Miss Josephine Meeker, daughter of the late Indian agent, will probably accept from Secretary Schurz an offered clerkship in the Interior Department.

London Vanity Fair.—"Canals are now full of royalties. Russian equipages meet you at every turn, and the lavish way in which the Northerners spend their money has greatly increased the price and cost of everything—living as well as luxuries."

London Vanity Fair.—"The season is about to commence at St. Petersburg. The Grand Duchess Constantine, with her sons Constantine and Dmitri, has arrived at the Constantinople Palace from her summer residence at Pavlovsk, and other members of the imperial family are expected shortly to follow. It is expected that the season will be very dull this year, in consequence of the absence of the Empress and the disturbed state of the country."

A private letter just received in Washington from London states that Captain A. H. Markham, Royal Navy, who commanded the Alert, of the Arctic expedition, has been ordered to the command of Her Majesty's ship Triumph, the flagship of the British squadron on the Pacific station, and that he would sail from Southampton for Japan, on route for his station, on the 24th inst. He is anxious to renew his Arctic explorations, and will probably be assigned to the duty of commanding the vessel which will cooperate in the proposed plan of establishing scientific colonies in Arctic latitudes.

The wedding dress of the future Queen of Spain will be of white baccarat, covered with a court mantle of excessively fine lace. All the escutcheons of the ancient kingdoms of Spain and their alliances are reproduced by a process hitherto unknown. The escutcheons form the border, and the ground of the mantle is flowered. The bridal veil is a reproduction in miniature of the mantle. The gala toilet will be of gold brocade, embroidered with tresses of roses in relief, joined together by bands of myosotis and little fleur-de-lis. Another grand reception toilet will be of silver brocade, embroidered with geranium flowers of all shades.

GEN. GRANT'S SOUTHERN FRIENDS.

CINCINNATI, Ohio, Nov. 11, 1879.
A special despatch from Louisville states that the Southern Historical Society, representing ex-Confederates, met last night and resolved to extend a cordial reception to General Grant when he visits the city. They expect to turn out in a body.

FINE ARTS.

THE WILLIAM M. HUNT EXHIBITION.

An exhibition of the works of that much regretted artist, William M. Hunt, opened in Boston on Monday, at the Museum of Fine Arts, and will remain open until the 15th prox. Among the large collection of oil paintings and studies, which fill one large and a smaller gallery of the building, are "The Hurdy-Gurdy Boy," two "Marguerites," the "Port" of Chief Justice Shaw, "The Trading Ship," "The Fortune Teller," "The Drummer Boy," "The Trumpeter," "Niagara," Southern landscapes, a group of peasants, and a number of other studies. There are also many studies in charcoal and color, for the artists' decorative paintings in the Capitol at Albany.

FOREIGN NOTES.

The Department of Prints, British Museum, has lately acquired an interesting colored series of engraved portraits from the Florentine Gallery, 348 in number, executed by G. Lascinio, in three volumes, and dated 1789. They are retouched by hand.

Among other curiosities found in the graves of the times of the kings of the Bosphorus, which have been opened in the peninsula of Tama, were many coins of King Paradesios, who reigned there in the fourth century before Christ. Only three coins of this monarch were formerly known. Recently Mr. R. S. Poole, Keeper of Coins, British Museum, is lecturing on "The Art of Coins and Medals," before the London College for Men and Women.

Lord Lovelock, who has been in the United States, is said admirably to have enjoyed "Anxious Moments"—a fisher's wife and mother waiting at the cottage door, in the morning after a storm, for the return of the head of the house.

A number of paintings are being placed in the hall of the Pavilion de Flore, in Paris, where the Municipal art bureau is holding their annual sale. Among them are Delacroix's "Taking of the Bastille" and a picture of the Republic by Gérôme.

V. L. Miller, an Scotchman, has been elected to the honor of the Royal Academy of 1879. Two hundred are lying in a kennel.

The Trovon prize has been carried off by M. Baillet. He received 3,000 francs. The first mention was obtained by M. Nozart, and the second by M. Truffaut.

LONG ISLAND BIBLE SOCIETY.

The Sixty-fourth annual meeting of the Long Island Bible Society was held in the Rev. Dr. Shepherd's Reformed Church in Newtown yesterday afternoon and evening. The first session was for business. Annual reports were read and officers elected. The second meeting was public. Addresses were made by Judge Armstrong, Rev. E. Webster, of Mattituck, Rev. W. H. De Hart, of Jamaica, and others. The society's receipts for the year amounted to \$800, of which sum it paid over to the parent society in New York \$500. The remainder is devoted to some twenty or more churches on the island for public institutions and for distribution among neglected families. The officers elected for the ensuing year are—President—Rev. Dr. J. B. Condit, of Jamaica; Vice President—W. R. Post, of Southampton; George Miller and Rev. Thomas Cook, of Riverhead; H. P. Hedges, of Bridgehampton; Rev. Dr. Wells, of Haverhill; J. B. Fries, of the Kings Arms of Great Neck; Rev. P. D. Oakley, of Springfield, and J. C. Smith, of Jamaica; Richard R. Rau, of New Utrecht, and the two island presiding elders of the Methodist Conference, Rev. Franklin Noble, of Hempstead, was elected corresponding secretary, and Mr. Gilbert Sayre, of Bayport, temporary president. Henry Onderdonk, of Jamaica, was elected treasurer. Besides these officers there were forty-five directors for Kings county, twenty-five for Queens and twenty for Richmond county. There was also an executive committee of nine and a committee of five on correspondence, with new ministers in informing them of the work of the society. The addresses in the evening were to stir up the people to distribute the Word of God in destitute parts of the island.

KINGS COUNTY SUNDAY SCHOOLS.

The third annual Convention of the Kings County Sunday Schools convened yesterday in the Central Congregational Church on Hancock street, Brooklyn. Mr. C. C. Shelley, after calling the Convention to order, gave a history of the Sunday school organization in Kings county, and said there were still 85,000 children residing in the county who did not attend any Sunday school. The Convention then organized by electing Joseph P. Davenport temporary president and John R. Morris temporary secretary. The Committee on Permanent Officers reported in favor of the following gentlemen:—Benjamin Baylies, president; Alexander Hutchins, M. D.; L. V. Hannaford, John D. Prince, Dittus Jewell and L. B. Davenport, vice presidents; and John J. Morris, secretary. A short discussion on the subject of "The Superintendent; his Work and How to Do it," followed.

NAVAL INTELLIGENCE.

WASHINGTON, Nov. 11, 1879.
Lieutenant Thomas C. Terrell, of the United States Navy, has been ordered to the training ship Constitution.

Second Lieutenant H. C. Fisher, of the United States Marine Corps, has been ordered to Brooklyn, N. Y., for duty at the Marine Barracks there.

THE ARMY OF THE CUMBERLAND.

WASHINGTON, Nov. 11, 1879.
Arrangements having been made with the Trunk railroad lines for half fare rates to the reunion of the Army of the Cumberland and unveiling of the statue of General George H. Thomas at Washington on the 19th inst. Veterans and organizers bodies intending to participate are notified by the Executive Committee that they should at once complete arrangements to reach a point on the trunk lines so as to arrive in Washington on the 18th. The Committee on Transportation will designate through the press the parties to whom application should be made for certificates upon which tickets can be purchased. Colonel S. P. Wright (High House) should be notified by organized bodies of the numbers that will attend.